

IDAHO LOGGING SAFETY NEWS



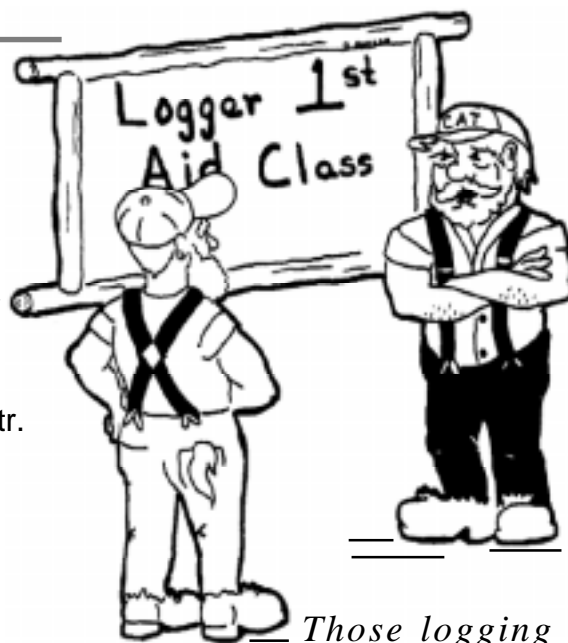
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Dirk Kempthorne, Governor
Dave Munroe, Administrator
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FIRST-AID AND SAFETY TRAINING CLASSES 2001

It's the time of year once again for first-aid and CPR training. During this training, we will have an update on the federal requirements including hazard communication, hearing conservation, blood borne pathogens, and equipment tagout. Through the cooperative effort of the ALC, EWSU and Idaho Logging Safety these classes are offered to all loggers and their wives throughout the State of Idaho. The breakfast menu will change this year from biscuits and gravy to a continental breakfast of rolls and fruit provided by different equipment dealers throughout the state. The doors will open at 7:00 a.m. for rolls and coffee and classes will start promptly at 8:00 a.m. and will finish up at noon.

CITY	DATE		LOCATION
Potlatch	Friday	March 2	VFW Hall
St. Maries	Monday	March 5	Eagles Lodge
Coeur d'Alene	Tuesday	March 6	Armory
Sandpoint	Wednes.	March 7	Eagles Lodge
Bonnars Ferry	Thursday	March 8	Fairgrounds
Emmett	Monday	March 12	Senior Center
Donnelly	Tuesday	March 13	Fire Hall
Grangeville	Wednes.	March 14	Elks Lodge
Pierce	Thursday	March 15	Community Ctr.
Kellogg	Monday	March 26	Elks Lodge
St. Maries	Tuesday	March 27	Eagles Lodge
Deary	Wednes.	March 28	Lions Club
Orofino	Friday	April 13	Armory
Salmon	Tuesday	April 17	Stagecoach Inn
St. Anthony	Wednes.	April 18	City Hall



Those logging safety guys said if we go it'll make us smarter, but it sure doesn't seem to have done any of them a darn bit of good.

A head count is needed and appreciated, so please call the Associated Logging Contractors at **1-800-632-8743**.

The PRO-LOGGER TRAINING will follow the above classes.
The sawmills will provide lunch.

2001 PRO-LOGGER ACCREDITATION

By Cliff Osborne

Throughout the months of March and April the classes for the Idaho Pro-Logger program will be held in the afternoon following the first-aid training as in past years.

All on-the-ground loggers from each company are required to attend these classes in order to keep up with the logger accreditation certification. The crews are required to attend every other year.

Two options will be given this year for the afternoon session. OPTION #1 will be a fire fighting class called "Standards for Survival/Introduction to Wild Lands Fire Fighting". All participants who take the course will qualify to operate their equipment and or saws on any federal or state fire. OPTION #2 will cover the changes in the Forest Practices Act, how to conduct an accident investigation and a hidden cost analysis of a number of different types of accidents.

Lunch will be provided for the people attending the afternoon classes by the sawmills. A head count would be appreciated. Call the Associated Logging Contractors at

1-800-632-8743.

*L to R: Ron Hartig (Foreman),
Darvin Nelson (Landing Sawyer),
Larry Schlader (cat skinner)*

Most of the videos for the first-aid class have been changed this year. I'm happy to announce that RF Coon's logging crew in Pierce was involved in one of the new videos. As you can see by this picture taken six months later, Ron took his acting role quite serious. You can probably expect a call from Hollywood, Ron, but in the mean time, don't give up the day job.



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Joni Parks

Joni Parks, log truck driver, was one of the many loggers that took the time to help us out with this years' first-aid videos. I'm sure she will be very pleased with me for snapping this photo just as she blinked. Joni has been hauling logs up and down the road for the last several years and doing it with safety always on her mind. Thanks Joni, for the video and for the extra effort in doing your job safely.

CONSIDERING ADDITIONAL RADIOS ON YOUR JOB

By Galen Hamilton

(safety advisor and authority on a lot of stuff)

People always say that you should do what you're best at, so the other day I practiced my strong suit by standing around BSing with a bull buck on the job. I stood there sharing my vast knowledge on, well, everything, while the bull buck actually seemed like he was listening. All through this horribly interesting conversation, I kept getting interrupted by the radio on the bull bucks side. The loader blew a hose and needed an extra, the processor needed to know which road to go on next, and one of the fallers was lining out his partner on the location of his next strip. The bull buck would politely excuse himself and answer each call. I mean it was almost like running this logging job was more important than finding out what Galen thought of the roadless issue. Go figure!

Seriously though, I was so impressed by the way this company used their radios that I thought it was worth an article in this nation-wide publication. Let's begin by examining the calls listed above that the bull buck actually received. First, the loader operator had one truck in the landing and two in the J hole when the hose blew. The bull buck was able to tell the operator that the mechanics rig was just around the corner and it had the hose he needed. Ten minutes later the loader was loading logs again. I'm pretty sure trucks don't make money just sitting.

The second call took all of five seconds to get the processor headed down the right road. I'm no businessman, but I don't think it's a good idea to have a \$400,000 machine idle while waiting for directions.

See RADIOS - Page 5

Near Miss

An experienced timber faller had a story he thought was worth repeating. On this particular day, he was falling a very bushy fir tree that was standing all by itself on an open ridge. About the time the tree was half way to the ground, all heck broke loose.

Apparently, there had been a small snag leaning into the fir. When the green tree started to fall, it took the snag with it and proceeded to drag it over the top of the faller. Luckily, other than being very sore for the next couple of days and having the heck scared out of him, the faller was no worse for wear. "I could have sworn there was nothing around that tree. I just got lazy and didn't take enough time to look," explained the faller.

I happen to know this logger and like most of you out there, laziness is not the problem. This fellow wanted to leave the message that we all know, but sometimes forget. There is never a second while you're in the woods that you can let down your guard.

HOW MUCH TRAINING DOES IT TAKE?

By David Kludt

In a site at Benton Creek, Darold and I started a pole job. We decided to make it a two-man outfit and keep it low keyed that first fall. We were going to take turns hauling a load of poles each afternoon, but we could see right away our production would keep at least one truck going steady. It's generally hard to get an experienced driver this time of the year, but by chance I ran into Vern and he was interested in working in the woods. Vern was able to do a little bit of everything with the exception of driving a logging truck.

We decided to give him a try anyway. The next morning, Darold rode with Vern in the truck to help him get used to it. Darold felt that Vern would do fine, so I threw a load of poles on. These were some of the biggest poles we had ever been in so the load was heavy. I had to load the 80s and shorter behind the cab and then put three big poles (90s & 100s) over the cab for traction. I told Vern to just take his time going out until he got used to things and away he went.

About five minutes later, Vern hollered on the CB that he was stuck. I caught Darold and told him to bring the D-7 up and I'd drive ahead and take a look. I found Vern stuck in the middle of the road. I HAD FORGOTTEN to tell him not to hug the inside bank because the long poles would rub and hold him on an inside turn. Darold showed up with the cat, so I told Vern to get back in the truck and just pull along with the cat. I could tell when Darold went by that he was mad about losing a couple of drags. Darold bunted the load with the cat when I noticed black smoke from the truck and knew that Vern had killed the motor. I HAD FORGOTTEN to tell Vern that the cat would bunt him and hesitate, then hit it. About that time, Darold tied into the load. The blade was angled out and there must have been a lot of side pressure because the next thing we knew the truck and the entire load was on its side in the middle of the road. I'm happy to report the motor wasn't running. I walked up to Vern where he was standing after he crawled out of the truck and found him a little shook up. He was trying to light a cigarette but with everything moving, he didn't have much luck. I told him it wasn't his fault and to just calm down. I then told him to grab the axe and cut the front wrapper since the fid hook was under the load and I'd go get the loader. We hadn't put the back wrapper on yet so the tops of the poles could move a little if they hit the bank.

We got the truck back on its feet and everything looked okay, so I proceeded to put the load back on. When I loaded the big poles over the cab, I pulled them about 15 feet in front of the

bumper to get more weight on the truck. Everything looked good so Vern headed up the hill.

I just arrived at the landing when Vern hollered on the CB that he needed a power saw. I threw one in the pickup and headed up the road assuming that I'd loaded a pole to close to the bang-board and it had him bound up. When I got to the truck, everything looked right so I walked up to the driver's side of the truck. I found Vern in the driver seat looking as white as a ghost. I HAD FORGOTTEN to tell Vern to keep an eye on those three big poles and to make sure they didn't slip behind a stump or tree on a sharp corner. Sure enough! Those butts had kicked a dead white pine snag loose that was lying on the ground up and down the hill.



The snag had slid down the hill, through the front window on the passenger side, bent the steering wheel, and stopped when it hit the door, pinning Vern to the seat.

Luckily Vern had not been injured. I got the saw, cut the snag, and sent Vern off once again even though this time the broken window would make it a little chilly. I stood there thinking to myself, what else could go wrong?

I remember telling Vern to be careful when he got to the switchback near the top of the hill. He was driving an old Cornbinder that could turn sharp enough to the right coming in empty to make that corner but couldn't turn sharp enough to the left to make the corner on one pass going out. I almost made it back to the landing when Vern hollered on the CB again. "David, there's a buzzer going off and the brakes are locked up." I HAD FORGOTTEN to inform Vern not to pump the air brakes too much if he gets into a bad place because the air would run out. But he did and they did! First, I told him to relax, then to rev the motor up and when he had 120 pounds of air, he should hit the release and get that load on the road. He did just that!

That night Vern called and informed me that he didn't think he was quite ready to drive a pole truck and we'd be better off to get somebody else. Man, all that time wasted on the training! I decided that the next time we needed to train a driver, we should have a detailed list of things to cover so nothing was left to chance.



Randy and Dale

Because of recent terrorist actions directed toward the timber industry, loggers have been urged to keep an eye out for “suspicious characters” that are in the areas of active timber sales. With that in mind, this particular photo was taken for future evidence.

After some tense questioning, Randy Barnett (left) and Dale Scott finally admitted to being timber fallers, which takes them off the “terrorist” list but doesn’t eliminate them in any way from the “suspicious character” tag.

On this day, Randy and Dale were putting down an impressive amount of wood, considering how “woofy” the timber was. As always, they were getting the job done safely.

GOOD JOB GUYS!



Near Miss

When the air brakes failed, a rubber tired skidder operator narrowly escaped injury. He and the skidder went over the road bank and rolled several times. Because the skidder rolled up against a tree, it didn’t end up in the canyon fifteen hundred feet below. The landing man commented that he was going to cut that tree earlier, but was unable to get to it. The operator stayed with the skidder throughout the ordeal and was wearing his seat belt.

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The third call was quite unique. All of the fallers on this job have radios and talk to each other throughout the day, which is great. In this particular instance the directions the one faller was giving the other would have worked, but the bull buck wanted him in another location. The bull buck told the faller where to cut for the rest of the day, which in this case was all the trees in his strip that would fall in the road. Explaining, the bull buck said he had to take a cat around that road after work to clean other trees out of the way, and this way he could get all of them in one swipe. If the faller did it his way, the cat would have been sent a second time and this would pull him away from skidding.

At this point, I took a conscious break from the life altering subject I was covering to cleverly point out to him that having numerous radios on the job could save a company some money. The bull buck, obviously amazed with my perception abilities, responded, “DUH! Not having to send a cat around the road again just paid for the cost of one of these radios. Now what were you wasting my time—I mean, talking about”?

During this time, there was a variety of other radio chatter that did not involve the bull buck. It included which loader should the trucks go to, the fallers checking on each other, the mechanic checking with a cat Skinner to find out when it would be a good time for maintenance work and what the new waitress looks like. (Oops, I probably can’t say that!...comment from the editor...that’s right!) Then came the grooviest call of the day, at least for this safety geek.

- | | |
|------------------|--|
| Faller | “Hey Joe (bull buck), I have a tree hung and can’t get it down. It’s going to take a skidding rig.” |
| Bull buck | “O.K., I can handle that. Are you going to be working in the area?” |
| Faller | “No, that was my last tree on the strip. I blazed it up real good.” |
| Bull buck | “Could you hang some ribbon around it too?” |
| Faller | “Already done.” |

The bull buck was quick to point out, “Galen, you just asked about saving money. Well that call could have saved a hooker’s life, how much is that worth?”

Over the years, we have learned that good communication is crucial when an accident occurs because it helps everything move along much smoother. The point I was trying to make in this article was to encourage you to consider adding radios to your outfit, in the name of safety. If you see an increase in production, don’t blame it on me!



DUANE BROWN LOGGING, HELMER

L to R: Larry Woods, Duane Brown, Corey Brown

Duane Brown previously worked for Potlatch Corporation's Company operation as a sawyer. After Potlatch discontinued its own logging, Duane pursued logging jobs on his own. He usually logs for private landowners. Duane and Larry Woods are now back with Potlatch Corporation and are logging near Deary. They take turns doing the falling, skidding and bucking. This works out well because it gives the team a break from wading in the snow. These guys make up a safe and productive crew with a lot of woods experience.

Also pictured is Duane's son Corey who plows snow occasionally and is currently attending Lewis-Clark State College studying diesel mechanics.

LEAP

For all of you that are trying to get accredited for the Pro-logger status, the three-day LEAP program is the initial requirement for all "key" people in your outfit. The following is a schedule for this spring in case you need it:

Coeur d'Alene	March 14-16	UI Kootenai County Extension Office
Bonnars Ferry	March 28-30	UI Boundary County Extension Office
St. Maries	April 11-13	Federal Building
Sandpoint	April 18-20	Federal Building
Deary	April 25-27	Lions Club (tentative)
McCall	May 15-17	UI McCall Field Campus (tentative)

Call a few days before above dates for possible changes. Call ALC at **1-800-632-8743**.

This is Linda Murphy(L) and Angela Burgin (R). These efficient ladies hold down the fort at the Associated Logging Contractors office in Coeur d'Alene. Linda has worked for the ALC for 25 years and Angela has been there for about 1 1/2 years. As usual, they do the work and everyone else takes the credit.



WHAT'S BEEN HAPPENING

By David Kludt

I suspect that by the time you receive this newsletter, spring break will be in progress. If I heard correctly, nearly everyone will be finished by the end of January. It's not hard to figure that we are having a slow lumber market.

From a safety standpoint, it sounds like the year 2000 was one of the best we've seen for many years. In case you hadn't noticed, there were NO logging fatalities in the State of Idaho last year. I can only say that your efforts and hard work DID pay off.

CONGRATULATIONS!!

If you are wondering, it is that pesky meeting time again. As you can see, the first-aid classes and afternoon pro logger classes will begin in early March. There will be LEAP classes spread throughout these plus who knows how many other meetings and conferences. If you have questions about other conferences and meetings coming up that qualify for the Pro-Logger training, call the ALC office (1-800-632-8743) in Coeur d'Alene.

That's about it for now and I hope to see you at one of the meetings this spring.

WASHINGTON LOGGING SAFETY CONFERENCE

By Galen Hamilton

Earlier this year, Don Hull and I were lucky enough to attend Washington's Logging Safety Conference in Olympia. It was interesting to see how our logging neighbors deal with safety issues and concerns. This conference was very impressive and well thought out. The speakers really knew their stuff and presented it in a way that was entertaining and easy to understand.

Because of changes in forestry practices, the line skidding loggers in Washington are finding that they are pulling further and further off to the side of the carriage (sound familiar). Discussions on the safety concerns regarding "Lateral Yarding" were a hot topic. One strong concern was the fact that the extra stress was creating problems by loosening the tail holt. It was also pointed out that those hung up logs that slip loose could shoot across the hill for quite a distance. So, it is very important to make sure the hookers are at a safe distance out of the way.

Wire Rope Inspection, Lock Out - Tag Out, Ergonomics and Truck Inspection were also topics covered by professionals in these fields.

I came away with three impressions of Washington. They really know how to put on a safety conference, every Washington Logger I met was unbelievably nice and last but not least, they have one big honkin' pond over there. I mean I couldn't even see the bank on the other side!

Shorty Blood Logging

By Don Hull

S. Blood Logging Co. from Sandpoint is always focusing on the future. Every time I talk with Shorty, I'm amazed by the enthusiasm he expresses for the new things happening in the logging industry. He wishes he were younger so he could enjoy all the anticipated new tools that will make logging much safer and a lot more fun. Shorty has a lot of the new modern equipment but he still remembers his first old John Deere 440 skidder. He said it was very hard work then, but a lot of fun. He agrees it was a tough way to make a living, but he loved every minute. With the future in mind, Shorty spotted a neat little Link Belt feller processor. He said, with this processor, it is now feasible for us to take on very small patches and make money. The machine is really easy to move and is small enough to do a nice job of logging. He especially likes the safety factor of having everyone in the cab.





This is Doris Miles.

She is the Managing Editor and Graphic Designer for the Idaho Logging Safety Newsletter that is published at Lewis-Clark State College. She tries real hard to make the articles that we write readable and the overall newsletter aesthetically pleasing, and we think she does an excellent job. However, if you look hard at the picture, you can see that she apparently made one small error in the last newsletter.

For those of you who really know these guys and want to know the actual truth, I was hit with a golf ball. Do me a favor, when you see these guys next, give em a smack on the head for me. All kidding aside, I want all of you to know it is a lot of fun working on these newsletters (and with these guys).

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MARCH, 2001



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